[*Translation*]

Train Accidents

*96. SHRI SIMON MARANDI:
SHRI SRIBALLAV PANIGRAHI:

Will the Minister of RAILWAYS be pleased to state:

(a) the railway accidents which took place since November, 1991, zone–wise;

(b) the main causes thereof;

(c) the loss of life and property caused by these accidents/derailments during the said period;

(d) the compensation paid to the families of deceased and to those injured; and

(e) the steps proposed to be taken to prevent such accidents/derailments in future?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Railway–wise and category–wise position of train accidents which occurred during the period 1.11.1991 to 15.2.1992 is as under:–

Railway	*Collisions*	*Derailments*	*Level Crossing Accidents*	*Fire in trains*	*Total*
Central	2	13	1	1	17
Eastern	1	13	–	1	15
Northern	2	13	1	1	17
North Eastern	–	5	3	–	8
Northeast Frontier	–	14	–	–	14
Southern	–	19	5	2	26
South Central	1	18	1	2	22
South Eastern	1	24	1	–	26
Western	1	8	2	–	11

(b) Accidents took place mainly due to failure of railway staff, equipment failure, negligence of road users and sabotage.

(c) 73 persons, including 29 passengers, lost their lives in these accidents. The cost of damage to railway property has been estimated at Rs. 5.42 crores.

(d) No compensation has been paid by the railways as no award has been made by the Railway Claims Tribunal so far.

(e) Some of the important steps being taken to reduce the accidents are induction of technical devices to aid the human element, intensive and frequent inspections of sensi-

tive installations, monitoring the performance of the staff of critical safety categories such as drivers, guards, station masters, etc., intensive training including psychological checks of staff in operational categories, surprise checks against carriage of inflamable/explosive material in passenger trains, provision of whistle boards/speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

Pollution Control Measures by Industries

*97. SHRI JANARDAN MISRA:
SHRI RAM BADAN:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the decisions taken at the last meeting of the Environment Ministers of States held recently;

(b) whether the Government have decided to extend the period for adopting pollution control measures by the industries beyond December 31, 1991;

(c) if so, the details thereof alongwith the reasons therefor; and

(d) the State-wise details of the units which have complied with the order of adopting pollution control measures till December 31, 1991?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The subjects covered in consultations held on 18th and 19th February, 1992 with Environment Ministers of States and Lt. Governors of UTs were:

(i) Drawing up an Action Plan 1992–93 for the thrust areas of the environmental concern of the country;

(ii) Active involvement of the State Governments both for the formulation and implementation of the National Policy on the abatement of pollution;

(iii) Matters having serious impact on the environment like fast eroding natural resources, extinction of species, water and air pollution, noise pollution, automobile emissions, fly–ash disposal, aerobic digestion and hazardous waste management;

(iv) Approach to UN conference on Environment and Development;

(v) The conference took a decision that an Action Plan for effective utilisation of fly–ash should achieve 50% utilisation by the turn of the century as against the 3% utilisation which stands today. Action Plan should be drawn up by the State Governments and UTs Administration within a period of three months;

(vi) The conference also agreed that the State Govts. and the Administration of UTs would initiate steps for checking the pollution caused by automobile exhausts. An agreement was further made to restrict and minimise the noise pollution particularly for places like hospitals, offices and Residential Complex;

(vii) The conference agreed to